cipally to carry steel rails to the western ports such as Port Arthur and Fort William.

The Dominion Iron and Steel Company have ordered three vessels built on the Clyde by the MacMillan Company. The Steel Company are working up a large trade with the West, and will utilize the steamers for the conveyance of their rails. The three steamers being built for the Steel Company are of the Cantilever type, two of 7,000 tons capacity each, and one of 3,600 tons.

The industry which keeps busy the greater number of people in the west of Scotland, is shipbuilding. Not shipbuilding simply, but marine engineering in all its branches.

Opportunities in Shipbuilding Industry.

The Clyde cannot boast of sending a great number of vessels to Canada. During the year 1906 there was launched at Fairfield, the second of the big C.P.R. boats, the Empress of Ireland. To find another Canadian vessel we have to make a big jump in variety for a screw tug of 50 tons gross was launched at Ardrossan in April last, for service in Canada. The screw steamer, Dundee, was launched in October by the Caledon Ship-Building Company, for the Mackay interests of Hamilton, Ont., for the grain trade on the Great Lakes. Then there was a new Donaldson Liner, the "Cassandra," which was launched at Greenock in June. Orders have been placed with the Fairfield Company for two new C.P.R. boats and two new Allan Liners are yet on the docks.

Thus it will be seen that there is no very large shipbuilding industry as yet from Britain to Canada. But it will be seen there is a good opening for a considerable trade to be done by British marine and engineering firms in the manufacture of the smaller engines for installation in vessels built in this country.

The country lives in hopes of having its great mercantile marine trade. Until steps are taken to develop the shipbuilding business, there is an exceptional market in Canada for British iron, and steel, and vessels.

British iron and steel structural materials cannot but help finding Canada a valuable market. Structural iron and steel are needed for plates, for vessels and boilers, for locomotives, for bridges, and for many other similar purposes. Only until a few years ago, the United States practically controlled the Canadian market. Great Britain recently realized its possibilities and now imports almost as many plates as our cousins over the border. The girder span bridge which is to cross the St. Lawrence just below Quebec city has already been mentioned. It is one example illustrating the demand for these plates. The bridge will be a cantilever with a length of 3,300 ft., consisting of a central suspended girder of 675 ft., with cantilever arms each 526 ft., anchor spans each 500 ft., and bridge spans each 210 ft. At the manufacturing works of Phœnixville, Pa., no less than 20,700 tons material lies awaiting transportation to the river shore. The bridge has been in course of construction for nearly two years, and 11,300 tons have already been used.

Some Big Canadian Bridges.

The great trans-continental railway, the Grand Trunk Pacific, will cross the St. Lawrence by the Quebec bridge, it will traverse the Saskatchewan valley two thousand miles westward, crossing the river at various points. Its terminus will be Prince Rupert, and there it will be necessary to erect a bridge of almost a mile in length, in order to cross from the mainland to Kaien Island.

Away in the North-West, five enormous bridges have been thrown across the Saskatchewan River for the Canadian Northern Railway. A large part of the structural material was purchased from Great Britain by the Canadian firms who built the bridges. By the time five more such huge bridges are required, there is no reason why Great Britain should not supply all the structural material.

The Canadian Northern Railway Company will shortly span the Saskatchewan River at Edmonton. This new bridge will be the biggest in that valley. Then again tenders have been called for the reconstruction of half a hundred railway bridges between Montreal and Quebec.

Steel and Concrete Bridge Construction.

They are to be constructed to bear the heaviest traffic. English railway rolling stock is light compared to the great trains of Canada. The bridge built for heavy traffic is of fairly heavy construction, and heavy construction means money for the iron and steel manufacturer who will be first in the field. From the blue books, are quoted the relative importations of iron and steel structural material by weight and value, from Great Britain, the United States, and Germany. The figures are for the twelve months ending June 30th, 1906:—

	Weight, Cwt.	Value. $
Angles, Beams, Girders, Tees, etc., not punched or drilled:—		
United States	616,419	920,942
Great Britain	112,238	162,359
Germany	337,996	348,698
Less than 35 lbs. per lineal yard—		
United States	214,577	301,945
Great Britain	158,494	220,116
Rolled Iron and Steel Plates under 30 inches wide:—		
United States	493,886	771,109
Great Britain	95,027	132,927
Total		
United States	1,324,882	1,994,096
Great Britain	365,759	515,402

It is known that it is impracticable to ship plates more than 40 ft. in length, by water. The cramped capacity of the ship's hatchway makes this almost impossible. Plates under 40 ft. may easily travel by water. Those up to 60 ft., such as special girders used in the building of travelling cranes for machine shops and certain bridge work, must necessarily be shipped on two flat cars. Considering the market as a whole the majority of iron and steel structural work specifies plates under 40 ft.

Statistics are said sometimes to be delusive. The average man is content to depend on officially compiled figures on which to base his arguments and estimates.

British Iron and Steel Statistics.

Great Britain's exports of iron and steel are very large. During the year 1906 they totalled £93,000,000, while its imports were £18,000,000.

In glancing at the British Board of Trade returns it is possible to obtain many details of these exports, though it is not always to be ascertained what proportion comes to Canada. The following table shows in detail the exports of British iron and iron manufactures in 1905 and 1906. The figures are given in millions of £s.

	1905.	1906.
Iron and steel and manufactures thereof	31.8	39.9
Cutlery, hardware, etc.	8.9	10.1
Electrical goods	2.4	2.4
Machinery	23.3	26.7
Ships	5.4	8.7
Cycles	0.9	1.1
Motor cars	0.5	0.8
Railway wagons and carriages	2.0	3.2
Firearms	0.2	0.2
	75.4	93.1

Even this list is not quite complete for it does not include old ships, scrap iron, military exports and a few other items.

England's iron and steel exports are greater than those of the United States. The Canadian market is